

A. S. WATSON & CO., LIMITED
CHEMISTS BY APPOINTMENT.
ESTABLISHED A.D. 1841.
MANUFACTURERS OF AERATED
WATERS.

Our AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The Finest Ingredients only are used, and the utmost Care and Cleanliness exercised in the Manufacture throughout.

The Water used is proved by repeated Analysis to be Absolutely Pure.

For COAST P. W. Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for packages and Emphes when received in good order.

Counterfeit Order Books supplied on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG." And all telegrams addressed to this will receive prompt attention.

The following is a List of Waters always kept ready in Stock:

- PURE AERATED WATER
- SODA WATER
- CHAMONADE
- POTASH WATER
- SELTZER WATER
- LITHIA WATER
- SARSAPARILLA WATER
- TONIC WATER
- GINGER ALE
- GINGERADE

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Water, as such Bottles are never used again by us.

A. S. WATSON & CO., LIMITED.
THE HONGKONG DISPENSARY.

Hongkong, 30th May, 1893.

NOTICE TO CORRESPONDENTS.
Only communications relating to the news columns should be sent to the Editor. For private communications, or for advertisements, please apply to the Editor, not for publication, but as evidence of good faith.

Telephone Address Press, P. O. Box 20. Telephone No. 12.

The Daily Press.

HONGKONG, JULY 5th, 1893.

Our Singapore contemporaries have recently reproduced a paper issued by the Imperial Federation (Defence) Committee, in which prominence is given to the Straits grievance in connection with the military contribution. The *Free Press* is jubilant over the appearance of this pronouncement, and seems to take some credit to itself for having been instrumental in opening the eyes of people at home to the Imperial aspect of the question. "Time after time," says our contemporary, "during these years past—alone—has this journal impressed upon the people of this colony that, however vital to us and to our finances the military contribution, it had an aspect of truly Imperial character, far outweighing its mere primary character of a dispute between the colony and the Home Government upon a matter of revenue and expenditure. To our mind, and it added heavily to our responsibilities that we were apparently left quite alone to appreciate and enforce this view, the grievance was capable, rightly handled, of not only obtaining redress for ourselves, but of precipitating that great adjustment of responsibilities between the United Kingdom and the colonies at large that would sooner or later have to be made, if the resources of the Empire were to be turned to full advantage for the Imperial defence, and their provision as allocated and distributed as to the colonies—a fair incidence of this political incident in the Empire." Our reading of the *Free Press* hardly supports this claim. It is true that latterly there has been some casual recognition of the Imperial aspects of the question, but from the beginning to the end the keynote of our contemporary's contention has been that money taken from the colony without the colony's consent was spoliation and robbery, that although the colony might be willing to make some donation towards the cost of its defence it was for the colony itself to determine the extent of that donation, and, in short, that the injustice of the present contribution lay not only in its amount but in the fact that the vote was forced through the Legislative Council against the votes of the unofficial members. This attitude appears inconsistent with a support of the position taken up by the Imperial Federation (Defence) Committee, the bearing of which our contemporary appears to have misunderstood. The Committee makes use of the case of Singapore to show that the present system works injustice, inasmuch as some colonies have to pay a great deal while others are allowed to escape altogether, but its contention is, not that Singapore should pay less, but that other portions of the Empire should also be called upon to pay a fair proportion. "If the case of the

"Straits Settlements be a hard one," says the Imperial Federation (Defence) Committee, "it is the United Kingdom which is to support the whole cost of the navy, and it is contended that the colonies should pay proportionately. The remark made by Lord Rivers in one of his despatches, that 'the people of this country (the United Kingdom) are much more heavily taxed than the people of the Straits Settlements, and are only able to devote to 'civil purposes about 85 per cent. of their revenue, as against 90 per cent. of more so available at the Straits Settlements,' is quoted as showing the hardship upon the United Kingdom. The Imperial Federation (Defence) Committee may have a good case, but the colonies can hardly be expected to show great eagerness to relieve Great Britain of such proportion of its military expenditure as shall bring the ratio of military expenditure to revenue to the same level throughout the Empire. That all portions of the Empire are equally liable to contribute to the cost of Imperial defence is a proposition which we think cannot be disputed, but regard must be had in each case to local circumstances and to ability to pay. The matter cannot be settled by a comparison of percentages of military expenditure to revenue, for some colonies may be too poor even to pay the cost of their civil administration, as Hongkong was in the earlier years of its existence, when it had to depend upon the assistance of a grant-in-aid from the Imperial Government. Now that the colony can afford to do so it seems to us not unreasonable that it should contribute to the cost of Imperial defence, but we cannot admit that we should be called upon to pay in the same proportion as the United Kingdom. An Inter-Departmental Committee has recently been considering the Straits contribution, and we hope its report will recommend some relief for our southern neighbours and place the question as regards all the contributing colonies on a more satisfactory basis. In the meantime, however, it may be well for the *Free Press* and the Straits Association to recognize that the Imperial Federation (Defence) Committee is not fighting for the interests of the colonies, but for the interests of the home taxpayer, and there can be no joining of forces unless the colonies are prepared to admit liabilities they have hitherto denied and protested against. The Imperial Federation (Defence) Committee advocates a policy of levelling up in the matter of colonial military contributions, whereas the colonies object to be levelled up. In the particular case of the Straits Settlements the colonies say they pay too much and that they should be immediately relieved of a portion of the burden; the Imperial Federation (Defence) Committee says in effect that relief should not be granted at the expense of the British taxpayer, whose case, they contend, is harder than that of the Straits taxpayer; and as there is no one on whom the burden can at present be placed the two parties cannot be brought into line. If ultimately all the colonies are called upon to contribute on a uniform scale, that may lessen the present injustice of calling upon the Straits to pay more than other colonies, but if there is no reduction in the actual amount it has to pay the colony's finances will not be benefited. According to the Imperial Federation (Defence) Committee an increased contribution that may be obtained from the colonies should go, not to the relief of Singapore, but to the relief of Great Britain, whose case is 'infinitely harder.'"

REUTERS TELEGRAMS.

(SUPPLIED TO THE "DAILY PRESS.")
LONDON, 3rd July.
THE RUSSIAN-CHINESE LOAN.
A successful result of the negotiations in connection with the Russian-Chinese loan is now expected, enabling China to receive the amount by December.

SIR MICHAEL HICKS BEACH'S ADDRESS.
Sir Michael Hicks Beach in his speech to the electors said that the Government was directly opposed to the policy of its predecessors and would be mainly constructive of social reforms. The exchequer would not be unbeneficial to the demands of the War Office.

NOTICE CHINESE LOAN.
A Chinese loan of £1,000,000 having interest at 6 per cent. per annum will shortly be issued in London at 105. The loan will not affect the Russian-Chinese loan.

THE APPROACHING DISSOLUTION.
Mr. Balfour said that he hoped to dissolve Parliament on Monday.

RESERVE AMMUNITION.
The reserves of ammunition will be increased immediately.

PARLIAMENTARY NEWS.
The vote on account for public works has been read a third time.

FROM SINGAPORE PAPERS.
TOKIN AND CHINA.

M. Gerard, Minister for Foreign Affairs, has signed a Convention providing for the delimitation of the boundaries of Tonkin and China. This Convention is in immediate contact with China from Lanchow to the Mekong Valley, passing by the Namou Valley.

The Convention also makes provision for commerce between China and the French colonies, and for railway and telegraph lines to cross the border.

THE SITUATION IN ANPING.

THE WITHDRAWAL OF THE GUARD.
PROBABLE EXPLANATION.
H.M.S. *Speedy*, which left Hongkong on the 13th May for Formosa, returned yesterday morning from Anping and Amoy.

Admiral Buller is present in Yokohama, and when a brief telegram came from him commanding the withdrawal of the whole of the marines from Anping, there was considerable consternation among the residents. No one knew the reason for taking away the guard, and the British community was in a state of alarm.

The report of the Commercial Union Assurance Co., limited, for last year states that the profit and loss account has been closed, and the directors have recommended a dividend of 17.5 per cent. on the capital of £1,000,000.

Mr. N. J. S. took his seat on the Sanitary Board yesterday, and his return to the colony has been a matter of some interest to the public.

The half-yearly meeting and entertainment of the Hongkong Christian Education Society will be held in Union Church this evening, and will be delivered by the Rev. T. Pearce and Mr. J. J. Taylor.

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VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Company's Steamship

Captain J. Young, will be despatched on above TO-DAY, the 24th July, at 3 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 24th June, 1895. 1347

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.

(Taking through Cargo for Sulu, Mindanao, and Gomolito.)

THE Company's Steamship

Captain Benson, will be despatched on above TO-DAY, the 24th July, at 4 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th July, 1895. 1383

CHINA NAVIGATION COMPANY, LIMITED.

FOR NAGASAKI.

THE Steamship

Captain Benson, will be despatched TO-MORROW, the 25th July, at 10 A.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th July, 1895. 1398

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CHINA (via Nagasaki) TUESDAY, July 9, 1895, at Noon.

PRINCE (via Nagasaki) THURSDAY, July 20, 1895, at Noon.

CITY OF RIO DE JANEIRO (via Nagasaki, Kobe, and Yokohama) SATURDAY, Aug. 17, 1895, at Noon.

THE U.S. Mail Steamship "CHINA" will be despatched for SAN FRANCISCO, VIA NAGASAKI, KOBÉ, INLAND SEA, AND YOKOHAMA, on TUESDAY, the 9th July, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Pacific lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding orders to EUROPE have the choice of Overland Rail routes from San Francisco, including the Southern Pacific, Central Pacific, Union Pacific, Denver and Rio Grande, and Northern Pacific Railways; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. every day; all Parcel Packages should be marked to address in full; value of sums is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco is the United States, should be sent to the Collector of Customs at San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 24th June, 1895. 13

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLE, LONDON, HAVRE, AND BORDEAUX.

ALSO PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 10th July, 1895, at Noon, the Company's Steamship "HUNTER" will be despatched from Hongkong for the above ports, carrying Passengers, Cargo, and Mail.

Cargo and Special will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M. on the day of sailing. Passengers, Cargo, and Mail, (Parcels are not to be sent on board, they must be left at the Agency's Office) Cargoes and Value of Packages are required.

For further information, apply to the Company's Office.

C. TOUTAINE, Agent.

Hongkong, 27th June, 1895. 12

NOTICE TO SHIPPERS.

FOR SAN FRANCISCO.

THE 100 A.L. Steel & Metal Ship.

Captain B. Condit, will be despatched on above TO-DAY, the 24th July, at 3 P.M.

For Freight, apply to MELCHERS & Co., Agents.

Hongkong, 7th June, 1895. 1226

FOR NEW YORK.

THE American Ship.

George F. Manson, Master, shortly expected, will load here for the above port and will have quick dispatch.

For Freight, apply to MELCHERS & Co., Agents.

Hongkong, 1st June, 1895. 1175

FOR NEW YORK.

THE 3/4 A.L. American Ship.

Fuller, Master, will load here for the above port and will have quick dispatch.

For Freight, apply to CARLOWITZ & Co., Agents.

Hongkong, 11th May, 1895. 104

VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR SWATOW, SINGAPORE, HANG, AND SOUBARAYA.

THE Steamship

Captain Kewest, will be despatched on SUN-DAY, the 25th July, at 10 A.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th July, 1895. 1359

CHINA NAVIGATION COMPANY, LIMITED.

FOR CHEONG AND TIENTSIN.

THE Steamship

Captain Dawson, will be despatched on TUESDAY, the 25th July, at 10 A.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th July, 1895. 1368

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

THE Steamship

Captain Vryva, will be despatched for this above Port on FRIDAY, the 12th inst., at Noon.

For Freight or Passage, apply to DODWELL, CARILL & Co., Agents.

Hongkong, 4th July, 1895. 11069

"GLEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

Captain Webster, will be despatched on above on or about FRIDAY, the 19th inst.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 3rd July, 1895. 11390

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

SAILING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belgio (via Nagasaki) SATURDAY, July 20, 1895, at Noon.

Cortio (via Nagasaki) THURSDAY, Aug. 8, 1895, at Noon.

Gaelic (via Nagasaki) TUESDAY, Aug. 27, 1895, at Noon.

THE Steamship "BELGIO" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU, on SATURDAY, the 20th July, 1895, at Noon, connection being made at Yokohama with Steamers from Shanghai.

Through Passage Tickets granted to England, France, and Germany by all trans-Pacific lines of steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fares, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Office till 5 P.M. on the day previous to sailing.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 24th June, 1895. 14

NORDBEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, NAPLES, GENOA, ANTWERP, BREMEN, AND HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHEASTERN PORTS TO LAND PASSENGERS AND LOGGERS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FROM THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

Bayer (via Nagasaki) Monday, 22nd July, 1895.

Sachsen (via Nagasaki) Monday, 19th Aug. 1895.

Gera (via Nagasaki) Monday, 16th Sept. 1895.

Prinz Heinrich (via Nagasaki) Monday, 11th Nov. 1895.

Prinzess Alice (via Nagasaki) Monday, 19th Dec. 1895.

Sachsen (via Nagasaki) Monday, 16th Jan. 1896.

Gera (via Nagasaki) Monday, 13rd Feb. 1896.

ON MONDAY, the 22nd day of July, 1895, at 3 P.M., the Company's Steamship "BAYER" will be despatched for the above ports, carrying Passengers, Cargo, and Mail.

Cargo and Special will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M. on the day of sailing. Passengers, Cargo, and Mail, (Parcels are not to be sent on board, they must be left at the Agency's Office) Cargoes and Value of Packages are required.

For further information, apply to the Company's Office.

C. TOUTAINE, Agent.

Hongkong, 27th June, 1895. 12

NOTICE TO SHIPPERS.

FOR SAN FRANCISCO.

THE 100 A.L. Steel & Metal Ship.

Captain B. Condit, will be despatched on above TO-DAY, the 24th July, at 3 P.M.

For Freight, apply to MELCHERS & Co., Agents.

Hongkong, 7th June, 1895. 1226

FOR NEW YORK.

THE American Ship.

George F. Manson, Master, shortly expected, will load here for the above port and will have quick dispatch.

For Freight, apply to MELCHERS & Co., Agents.

Hongkong, 1st June, 1895. 1175

FOR NEW YORK.

THE 3/4 A.L. American Ship.

Fuller, Master, will load here for the above port and will have quick dispatch.

For Freight, apply to CARLOWITZ & Co., Agents.

Hongkong, 11th May, 1895. 104

VESSELS ADVERTISED AS LOADING.

DESTINATION.	VESSEL'S NAME.	FAIR & REG.	CAPTAIN.	FOR FREIGHT APPLY TO.
LONDON & VIA BOMBAY	Klondike	Brit. str.	Daniel	P. & O. S. N. Co.
LONDON VIA SUEZ CANAL	Polina	Brit. str.	W. J. Baker	Butterfield & Swire
LONDON VIA SUEZ CANAL	Hienack	Brit. str.	Wheaton, R.N.B.	Jardine, W.
LONDON VIA PORTS OF CALL.	Kalaw	Brit. str.	Page	Holliday.
LONDON VIA PORTS OF CALL.	Ceylon	Brit. str.	Page	Holliday.
LONDON VIA MANILA	Ceylon	Brit. str.	Page	P. & O. S. N. Co.
LONDON & HAMBURG	Glamorganshire	Brit. str.	Wyvan	Doddwall, W.
SHREBURN & PORTS OF CALL.	Bayera	Gen. str.	Schneider	Molchers
HAYTER & HURBY VIA SUEZ CANAL	Brunei Simon	Frean. str.	Vincent	Molchers
YOKOHAMA & VIA SUEZ CANAL	Empress of Japan	Brit. str.	Low	Managers
VICTORIA, B.C. & VIA YANAM	Victoria	Brit. str.	Panton, R.N.B.	Canadian
VICTORIA, B.C. & PORTLAND	Belgica	Brit. str.	Wheaton	Doddwall, W.
SAN FRANCISCO VIA YANAM	Gama	Brit. str.	Wheaton	P. & O. S. N. Co.
SAN FRANCISCO VIA YANAM	Gama	Amor. str.	Wheaton	P. M. S. S. Co.
SAN FRANCISCO	Alcedo	Brit. str.	Onate	Molchers
SAN FRANCISCO	Belmont	Brit. str.	Colford	Molchers
NEW YORK	Mercuriothoro	Brit. str.	Davies	Doddwall, W.
NEW YORK	Santa Clara	Amor. sh.	Fuller	Carlovits
NEW YORK	George F. Mason	Amor. str.	Peter Craoh	Molchers
NEW YORK	Belmont	Brit. str.	Wheaton	Carlovits
NEW YORK	Phog Bay	Raw. sh.	Wilson	Stomson
NEW YORK	Siam	Gen. str.	Garlish	Stomson
NEW YORK	Port Stuart	Brit. sh.	Stewart	Renton, B.
BATUM	Guendual	Amor. sh.	Wheaton	Molchers
YOKOHAMA & MELBOURNE	Anzong	Brit. str.	Williams	Butterfield
YOKOHAMA & VIA HART & KORE	Anzong	Brit. str.	Williams	P. & O. S. N. Co.
KORE & YOKOHAMA	Amanadale	Brit. str.	Milne	Butterfield
NAGASAKI	Kashing	Brit. str.	Wheaton	Butterfield
YOKOHAMA & SHANGHAI	Ching	Brit. str.	Dixon	Butterfield
YOKOHAMA & SHANGHAI	K'iao-ri-Hial	Brit. str.	Wheaton	P. & O. S. N. Co.
SWATOW, AMOI, & TAMSUI	Hallazag	Brit. str.	Hall	Duglas L.
SANDAKAN & KUDAT	Henson	Brit. str.	Wheaton	Butterfield
SANDAKAN & KUDAT	Phang	Brit. str.	Young	Jardine, W.
SAMARANG & SOERABAYA & C.	Phang	Brit. str.	Breast	Butterfield